

Snow tonight. Probably rain Sunday.

The Washington Times

LAST EDITION

NUMBER 4559.

WASHINGTON, SATURDAY EVENING, DECEMBER 8, 1906.

PRICE ONE CENT.

FAMINE THROWS SHROUD AROUND CZAR'S EMPIRE

Horrors Indescribable Among Twenty-five Millions of Starving Men, Women and Children.

WIVES AND DAUGHTERS SOLD INTO SLAVERY

Plague Adds to Misery of Stricken People; Robbery and Murder Rampant.

LONDON, Dec. 8.—Dispatches from many points in Russia show that 25,000,000 men, women, and children are starving to death, amid appalling conditions of misery and suffering. Famine is sweeping over the empire as a torturing scourge.

The state to which things have come among these tens of thousands of perishing human beings is almost indescribable. The bare facts read like a nightmare of the middle ages.

Disease Adds to Misery

Food there is little or none. Robbery and murder are witnessed in the streets of the villages and towns. The country is ravaged for such food as there is. Disease—scoury, typhoid, and the plague—are spreading in a time of contagion; fathers are selling their daughters into the slavery of Mohammedans rather than see them die before their eyes; the bitter grip of the Russian winter is closing like cold steel on the people—it is a spectacle of the depths of human misery unparalleled in the history of the modern world.

Tartar Maidens at Auction.

In the little village of Tetyusht alone, within the last few days, eight maidens have been sold to dealers in white slaves at prices ranging from \$24 to \$32.

Russian peasants near Astrakhan are taking their wives and daughters to the city and selling them in order to buy bread. Women are bartering themselves to provide food for their starving husbands and children.

LYING MUST STOP, SAYS THEODORE, JR.

President's Son Enraged At Report of Engagement to Actress.

BOSTON, Dec. 8.—There was all the fire and vigor of his father's manner in Theodore Roosevelt, Jr.'s denial today of the report that he is to marry Elsie Janis, the dainty little Columbus, Ohio, star of "The Vanderbilt Cup." An overzealous press agent started the report and the Harvard boys have had great sport "kidding" young Roosevelt.

STEADINESS DISPLAYED IN THE COTTON MARKET

NEW YORK, Dec. 8.—The cotton market, although rather quiet, displayed considerable steadiness at the opening this morning, being influenced by better cables than expected.

Opening prices: December, 9.94 3/8; January, 10.00; February, 10.10 bid; March, 10.25 1/2; April, 10.33 bid; May, 10.50 1/2; June, 10.65 bid; July, 10.85 1/2.

THE WEATHER REPORT.

The weather continues cold in all parts of the country east of the Rocky mountains, except in the extreme South. No precipitation of consequence has occurred in the last twenty-four hours, except on the Pacific coast, where a period of rain has set in.

Show is indicated for tonight and Sunday in the lower lake region, the Ohio valley, and the middle Atlantic States, except that rain is probable Sunday in the southern portion of the last-named district.

The temperature will rise slowly in the Northeastern districts, and along the lower lakes. It will also be warmer in the South.

Steamers departing today for European ports will have fresh westerly winds and fair weather to the Grand Banks.

TEMPERATURE.

9 a. m. 27
12 noon 26
1 p. m. 27

DOWN TOWN.

(Registered Affleck's Standard Thermometer.)

9 a. m. 28
12 noon 28
1 p. m. 28

SUN TABLE.

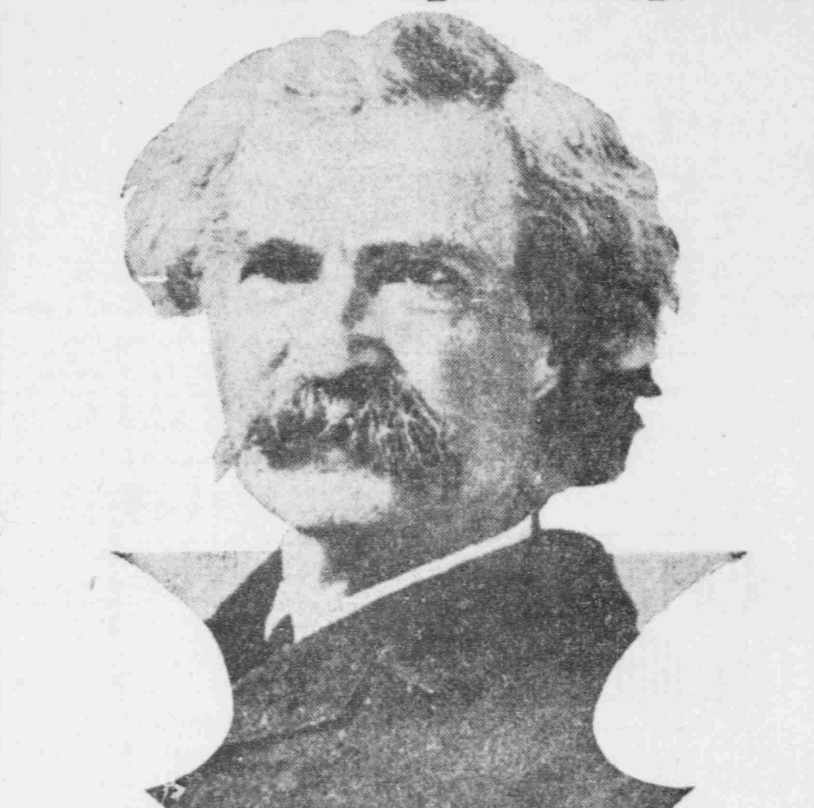
Sun sets today 4:38
Sun rises tomorrow 7:57

TIDE TABLE.

High tide today 1:15 p. m.
Low tide today 7:12 p. m.
High tide tomorrow 7:46 p. m.
Low tide tomorrow 3:12 a. m., 8:44 p. m.

HARPERS FERRY, W. Va., Dec. 8.—Both rivers clear.

Mark Twain Demands Thanks of Congress. And Right Away, Too



MARK TWAIN, The Humorist, Who Is Here Lobbying for a New Copyright Law, and Who Is, Incidentally, Having Some Fun With Congress and Things.

TELLS WHY IN A LETTER TO SPEAKER

Thinks He Deserves It for Not Bothering Members Seventy-one Years.

With the thermometer down to twenty degrees above zero, Mark Twain today discarded his white flannel clothes, which were the attraction at the Capitol yesterday, and journeyed to the White House in a heavy dark suit.

"It's too bleak," he said. "Not in Washington. It happened in Albany."

"Where do I go?" asked the humorist. Then Congressman Serrano E. Payne of New York grabbed his arm and introduced him to a friend from Albany. "I remember listening to your address before the Sanitary Committee several years ago," said the Albany man.

"I don't remember it," said Mr. Clemens, looking perplexed. "When he came out he said: 'The President is one with us on the copyright matter.'"

Just at this moment the correspondent of a Boston paper asked him if he would not give his views on simplified spelling. "Well, as I have written an article on that subject for a certain magazine, I do not feel that it would be fair to the magazine to tell you what I think of it. Besides that I doubt if your paper will pay me 20 cents a word for the matter anyway."

After his call on the President the distinguished novelist went to the Capitol where he took possession of Speaker Cannon's private room. From his headquarters there Mark will conduct a vigorous campaign in the interest of the new copyright legislation. Speaker Cannon, in addition to turning over his official quarters to Twain, has designated his private messenger to act as scout for the novelist in running members into the room, there to undergo the lessons in the needed copyright reform that Twain is prepared to preach.

When the humorist arrived yesterday he presented to Speaker Cannon a characteristic letter demanding the thanks of Congress so he could go on the floor and there lobby for the copyright measures. Explaining that such a course was impossible, Speaker Cannon then made the concession of his private room and his messenger.

"Get Busy, Uncle Joseph."

The letter which Mark Twain addressed to "Dear Uncle Joseph" reads as follows: "Please get me the thanks of Congress—not next week, but right away. It is very necessary. Do accomplish this for your affectionate old friend right away. By persuasion if you can; by violence, if you must, for it is imperative necessary that I get on the floor for two or three hours and talk to the members, man by man, in behalf of the support, encouragement, and protection of the copyright law."

"Get Busy, Uncle Joseph."

Today at Sloan's.

One of the best sales of the season takes place at Sloan's 1407 G st. today at 10 a. m., opening promptly at that hour with a lot of carpets used by the Metropolitan Club. The sale includes a large collection of slightly used and new furniture, all of which is to be sold to the highest bidder. Everybody welcome.—Adv.

(Continued on Third Page.)

Another Wreck on the Southern Railway Like Disaster at Lawyers Last Week; Passenger Train Crashes Into Freight

OFFICIALS SAY ALL PASSENGERS ESCAPED UNHURT

Few Details of Wreck Received at Southern Offices Here.

The following official statement was given out this morning by Mr. Johnson, in the office of General Passenger Agent Cary, of the Southern railroad:

At 4:10 a. m. this morning, December 8, passenger train No. 34, engine 1210, struck rear of freight train just south of Danville, Va., derailing engine and several freight cars. Freight cars caught fire from engine, and Danville fire company called to extinguish flames. It is reported that engineer of train No. 34 was killed and his fireman injured, but on account of interruption to telegraph service this report not verified. No passengers injured.

The name of the engineer on train 34, which was coming to Washington was G. A. Kinney. It was reported at first he was the man who piloted the train which crashed into the rear of President Spencer's private car at Lawyers, Va., on Thanksgiving Day. Two Kinneys, said to be brothers, were employed on the Southern, and it is believed the engineer who lost his life this morning is a brother of the man who was slightly injured last week.

Inability to communicate with Danville because of the fact that the wires were torn or burned down made it impossible for officials of the Southern to say how the accident occurred or who is to blame. It is thought, however, that the accident was a virtual repetition of the one on Thanksgiving Day and attributable to the same cause, that of letting a train on a block already occupied.

Mr. Johnson said that no passengers were killed and he had been informed that only the engine of train 34 was derailed.

This is the second wreck that has occurred on the Danville division of the Southern within ten days.

SHAH OF PERSIA REPORTED DEAD

Belief That Facts Is Being Suppressed for Political Reasons.

BERLIN, Dec. 8.—A report received here via Paris states that the Shah died early today. The report has not been confirmed, however, and is generally discredited in official circles. It is known, however, that the condition of the monarch has been precarious for several days, and it is not impossible that his death has resulted and the news is being suppressed for political reasons in Persia.

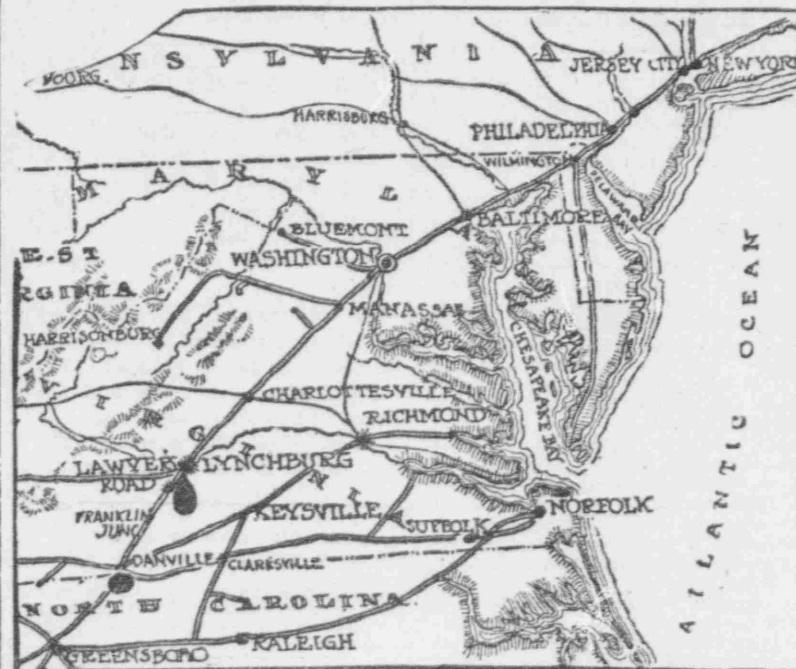
FINLEY'S SUCCESSOR PROBABLY J. M. CULP

That Third Vice President J. M. Culp, of the Southern railroad, will get the title of second vice president, in place of William W. Finley, who was made president a few days ago, was the prevailing opinion among employees of the system today. The selection of Mr. Finley's successor as second vice president will not be made for about ten days or two weeks. Mr. Culp will probably continue the duties he now performs, but have the title of second vice president.

SUES REPRESENTATIVE FOR DIAMOND RING

Representative Edmund Spencer Blackburn of the Eighth Congressional district of North Carolina, was today sued in the local courts by Harris & Shaffer, jewelers, to recover \$215 alleged to be due for goods purchased by him. In their bill of particulars the plaintiffs state Mr. Blackburn, on August 25, 1905, purchased a diamond ring from them for \$225 and that September 4 of that year paid \$10 on account, leaving the balance mentioned, and sued for unpaid. Wilson & Barksdale are named as counsel for the plaintiffs.

Oyster Roast at Chesapeake Beach Tomorrow. See ad. Page 5.



Heavy Black Dots Show the Scenes of the Two Recent Wrecks on the Southern Railway, the First at Lawyers, Va., on Thanksgiving Day, and the Second Near Danville, Va., This Morning.

DR. CHANCELLOR ON TRAIN WRECKED NEAR DANVILLE, BELIEF OF FRIENDS HERE

Head of District Schools Was on Return From Tour of South, Where He Visited Leading Institutions of Learning.

Superintendent Chancellor, of the Washington public schools, did not arrive in Washington from the South this morning as expected.

Owing to the wreck on the Southern at Danville all trains from the South were delayed this morning. The train which was wrecked was due to arrive in Washington about 11 o'clock, and it is thought Dr. Chancellor is a passenger on it. No apprehension is felt, however, as none of the passengers were injured.

At the Franklin school building, where Dr. Chancellor's office is located, it was stated that he was not expected at his desk until Monday morning.

Dr. Chancellor has been absent from

Spencer Wreck Inquiry Adjourns Till Monday

Dissatisfied with the information thus far elicited in the three days' investigation of the Southern railroad wreck at Lawyers, Va., on Thanksgiving Day, General Manager Ackert, Counsel Thomas, and Division Superintendent Coopers yesterday decided to postpone the hearing until Monday in order to summon half a dozen more witnesses to Washington. Examination of these witnesses and a review of the statements made by the forty who had already appeared before the board of investigation probably will take up all of Monday and Tuesday. The verdict of the board as to who is responsible for the wreck and what action will be taken on the matter is not expected before next Wednesday.

Session Held Today.

A short session was held this morning in Mr. Ackert's office. Sheets from block towers, books, and other records were gone over hurriedly in order to determine on what points to interrogate the new witnesses. At 1 o'clock an adjournment was taken, and stenographers began transcribing their notes. The testimony thus far given covers about seventy-five pages of notes.

Operators Go Home.

Monday morning Mattheus, Jacobs, Assistant Operator Glimmer, and the other witnesses who testified before Mr. Ackert will appear before the State corporation commission in Richmond, which is making an exhaustive investigation of the wreck. It is not probable that there will be any prosecutions as a result of the investigation in Virginia, because there is no law in that State under which a person or persons can be punished for negligence.

It is understood that the State corporation commission is investigating the affair in order to ascertain what salaries are paid by the Southern, the number of hours men are required to work, the qualifications necessary to secure a position on the road, and the competency of the employees.

FIVE AMERICANS KILLED IN LEYTE

Eight Others Wounded in Fight Against Sixty Pulajanes.

Major General Wood reported today to the military secretary the engagement in Leyte, which five American soldiers were killed. Company I, of the Eighth Infantry, had a fight with sixty Pulajanes near La Paz, seven miles south of Bureau. The report gives the following list of casualties:

Killed: Private Sergeant Clark, Sergeant James E. Brown, Privates Daffern, Hadley, and Keogh, Wounded: Corporal Weld, both arms, severe; Privates McHenry, chest, serious; Edge, right eye, severe; Wakefield, thigh, serious; Armstrong, Brennen, Heron, Hoist, wounds light.

CARS TAKE FIRE AFTER CRASH NEAR DANVILLE

Engineer Killed and Several Others Believed to Have Perished In Burning Wreck.

TRAIN ON THE BLOCK WITHOUT WARNING

Dead Engineman a Brother of Engineer of the Ill Fated Spencer Train.

DEAD

George Kinney, engineer. A. J. Mull, flagman, died at General Hospital in Danville from crushed skull. Two men, unidentified.

Injured

George Ford, colored fireman. Expected to die. Internal injuries, bruises and cuts on head and body, and fractured leg. O. O. Hailer, postal clerk in first coach of passenger train. Slight injuries about body and head. H. M. Patterson, brakeman, of Chatham, Va., crushed leg, wrenched back, and bruises.

DANVILLE, Va., Dec. 8.—Another disastrous wreck, in which Engineer George Kinney and several others lost their lives, and a number of persons were injured, occurred on the Danville division of the Southern railroad, a short distance south of this city, about 4:10 o'clock this morning.

The wreck was strikingly similar to the one in which President Spencer and others perished on Thanksgiving Day, the trains catching fire from the overturned passenger train engine and throwing the occupants of the coaches into a panic.

Engineer Kinney, said to be a brother of the engineer on train 33, which split open and set on fire President Spencer's car, was killed outright, although his fireman escaped with injuries believed to be serious.

It is known that two tramps were burned to death.

Firemen Battling With Flames.

Firemen from this city went to the scene of the wreck and engaged in a desperate battle with the raging flames. At noon the tons of freight and two score or more passenger and freight cars were still burning. It is thought that several persons who were sleeping in the cars were burned to death.

The derailed engine, which afterward caught fire, tore down telegraph and telephone wire poles, and because of that fact it is difficult to obtain accurate reports from the scene of the wreck. All trains have been delayed because of the burning debris and destruction of the tracks by the flames.

Like the Lawyers Disaster.

The wreck is said to have been caused in the same manner as the one on Thanksgiving Day, when an operator let a train have a block which was occupied. The operator at the first block south of this city is alleged to have allowed No. 34, which was some minutes behind time, in on the block before the freight train had cleared the five miles of track.

The passenger train was going

\$1.25 to Baltimore and Return via Pennsylvania Railroad, every Saturday and Sunday. All regular trains except the "Congressional Limited." Tickets good to return until Sunday night.—Adv.